Det Bel Isle & Windsor Ferry Co 67

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Messrs. Keith and Egan, of Chicago, were in the city last week.

The new boilers have been placed in the steamer Raleigh. She is now in A1 condition.

Messrs. Webb & Co. have sold the schooner G. W. Davis to M. Elmer, of Milan, for $8,000 cash.

Captain L. H. Powell will go mate with Captain La Salle on George Berriman's new steamer, at Radcliffe's yard.

The tug owners held a meeting Tuesday afternoon at 2 o'clock, in Smith's office and agreed on rates for the season.

Engineers Kelley, chief of Wilson's line, Averill and Rice, have gone to Buffalo to fit out their respective steamers.

Jessie Farwell and Captain Sidney Scott have purchased the steamer George L. Colwell and consort A. P. Dobbins.

The tug Cushing has fitted out and left for Huron, to take a dredge to Black River for John Stacey, for dredging at that port.

The prospects for an early opening this season are good. The almost continuous rain since ground hog day has had quite a softening effect on the ice.

The following tugs have been put in commission for fishing business this season: American Eagle, for Munson & Son; Helene, for Avery; and the Florence M., for herself.

Messrs. E. B. Hale and James Fitzpatrick, ex-local inspector, have purchased the second steamer being built by James Davidson at West Bay City. The price is said to be $140,000.

Captain James Corrigan and John Huntington closed the contract and paid option money for the purchase of the new steamship being built by James Davidson at his West Bay City yard.

The barge Ironton is in the Cleveland drydock for repairs, consisting of new bilge keelsons, new floor, ceiling, refastening and recalking. The tug Selah Chamberlain is also in drydock, for a new wheel.

Messrs. Duffy & O'Rourke have purchased of W. M. Egan, of Chicago, who was in the city last week, the schooner Golden Fleece, the consideration being $15,000. These gentlemen deserve success, and we trust their new purchase will be a golden one in fact as in name.

Katzenstein's metallic packing will be placed in the new steamers at Quayle's yard, the Samuel Mather and Robert Rhodes. This packing is now coming into general use. The steel steamship Susquehanna, built by M. M. Drake, at Buffalo, as well as the Mallory line in New York, have also been supplied with it.

The appointments of engineers to Wilson's Transit line are as follows: George Waterbury to the new steamer at Quayle's yard; George Howe to the Spokane; George R. McCutcheon to the Wallula; George Averill to the Charlemagne Tower, Jr.; Charles Rice to the Kasota; Silas Hunter to the George Spencer.

Transfers are: Schooner J. S. Richards, from Duffy & O'Rourke, of Cleveland, to W. E. Chapman, of Sandusky, for $6,200; schooner Pulaski, from Oswego parties to L. S. Sullivan, of Toledo, for $8,000; schooner Selkirk, from L. P. & J. A. Smith, of Cleveland, to Chilson Brothers, of Lorain, for $6,000; barge Pacific, from L. P. & J. A. Smith, of Cleveland, to Mr Hodgegrave, of Sandusky, for $2,800.

At a meeting of the Vessel Owners' Association the following schedule of wages was adopted: On steamers, first engineers, $90 to $1.10; second engineers, $65 to $75; first mates, $65 to $80; second mates, $45 to $60; cooks, $45 to $55; helpers, $10 to $15; firemen, $37½; wheelsmen, $37½; watchmen, $37½; deck hands, $15 to $20. On consorts and sail, first mates, $55 to $65; second mates, $20 to $50; cooks, $35 to $40; seamen, $35 to $40; boy, $15 to $20.

The propeller C. H. Green and the schooners Mattie C. Bell and Rosa Sonsmith and the propeller Nipigon and schooners Melbourne and Wayne are all chartered to carry ore from Marquette for the season at $1.65. This is an advance of 5 cents a ton. From Ashland $2 is now freely offered for season carriers. This rate has been accepted by the propeller Cumberland and consort, propeller George T. Hope and the barge H. D. Alverson. It was rumored that the propeller D. C. Whitney and consort Ashland had been similarly chartered, and the rumor is now confirmed.

"The fire boat," Chief Dickinson says in his report, "was placed in service November 1, 1886, and has far exceeded the most sanguine expectations of its projectors. In the short time of its service it has amply repaid the cost of its construction. It was supposed by many that the boat would be frozen in at least several months of the winter season. Instead, the boat has kept the river open, cut a wide channel through the ice far into the lake, and when responding to alarms readily cut through ice from ten to twelve inches thick. The rotten and dilapidated condition of the docks along the whole river front, and their uselessness in case of fire on or near them, has been brought into conspicuous notice through the operations of the fire boat. Upon none of the docks could any fire engine be placed with safety to the men or apparatus."

Meteorological summary for the week ending February 9:

Mean barometer	30.007
Mean temperature	32.8
Mean humidity	80.7
Total precipitation, inch	.71 inch
Prevailing direction of wind	W.
Total wind move	1808
Av. clouds	7.9
Av state of weather	Cloudy
Max. temperature, highest	41.2
Min temperature, lowest	22.6

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

MARINE CITY.

Special to Marine Record.

Captain Searles, of the barge J. A. Smith, will get his repairs finished by the middle of next week. He reports having sold his one-half interest in the barge Jane Ralston to Captain Lester and others; consideration, private.

Captain Lester is doing some slight repairs to the Jane Ralston.

All of the T. & S. T. Co.'s boats have commenced to paint. Mr. Curtis, of Toledo, is here yet, looking after the interests of the boats.

The Tonawanda Trans. Co.'s boats, the steambarge John Pringle, and the Sicken's boats have all commenced to scrub and paint; repairs on the Marine City are about finished, and work on the Boscobel and D. L. Rose are yet to be finished.

Captain Richard O'Connor, of the steambarge Bay City, was in town this week, and will soon commence to paint. He says he is going to first burn the old paint off, and thus insure a better job.

The ice still continues solid in the river except where Captain Scott's ice boat went in, and a few other holes not considered safe to cross with teams. Considerable repairs are being put on the barge S. A. Irish, in the shape of new planking around the bows.

If the whole country is of the same opinion as are the resident vessel owners of Marine City, the national debt is nothing to what the vessel interest will corral the coming season. Hope is what makes vessel owners rich, and we do not know what they would do some seasons without it. GLASS.

ASHTABULA HARBOR.

Ford & Redhead have purchased 200 feet of river front east of the swing bridge, and will erect a large building, to be used as a shipchandler's store.

Large quantities of ore have been shipped from here this winter. By March 1st our dock will be well cleared. M.

BUFFALO.

Special to the Marine Record.

Captain John Kelderhouse and Thos. Maytham are giving their propeller Nevada double decks, to suit her for the ore and grain trade.

Sutton Bros. marine engine manufacturers, LeCauteulx street, are constructing a marine engine 15x17 for a tug building for Hingston & Woods at Notter's yard; also a marine engine 14x14 for the drydock sheet metal works, Detroit.

A large number of vessel captains who frequently enter Buffalo harbor, in all kinds of weather, are very desirous that a steam whistle be placed on the north end of the breakwater, the bell now used not being loud enough to be heard distinctly, at times, at a distance of a few rods, thereby causing great anxiety and inconvenience, and several vessels have gone aground on the dummy shoal side in consequence. This is a matter of great importance and no delay should be allowed to take place in remedying the evil.

David Bell is building for the Buffalo fire departmen, a fire tug 80 feet in length over all, 20 feet beam, 9 feet depth of hold, 6½ feet draft of water. All her frames and beams will be of iron and her plating of steel. She will have two fore and aft compound engines 10x18 and a steel boiler 11x11, her pumps will be supplied by the LaFrance fire engine company, Elmyra, N. Y., and she is to be ready May 15th next. He is also building a steel yacht 50 feet long, 9½ feet beam, 5 feet draft of water and engine 9x10 for Mr. McKechnie, Canandagua, N. Y.

Isaac Bain, lake pilot, Buffalo, has invented a new bearing indicator, for use on vessels. It is being used at the school of navigation at this port, and is considered a very useful addition to nautica instruments, already in use. McBean, Edge & Company, 33 Main street, Buffalo, are sole agents.

O'Prady & Maher, are building two canal boats of the usual size one for Mr. Doran, the other for M. Hamelton.

Hickler, Green & Company are building a drill scow 75 feet long, 20 feet wid , 6 feet deep, for their own use, at Hay Lake channel, between Lake Huron and Lake Superior.

Wm. Hingston & Son, are building four new Dobbins patent life boats. These are splendid boats and no life saving station on our lakes and sea coast should be without one of them. The firm are also building a number of row boats and are about to build a steam launch 32 feet over all, 6½ feet beam, 2½ feet deep, for Gen. J. C. Strong, of Buffalo. She will have a Shipman engine.

John Supple is doing considerable work on D. Eckley, Esq's., schooner yacht May Bell, which was driven ashore in the big gale last fall, comprising much new plank on her port side, lengthening her cabin and masts and recalking all over.

Joseph Supple, is building a schooner yacht, 38 feet over all, 11 feet beam, 5 feet depth of hold, for Newton M. Anderson, Esq., Cleveland, O. She is a splendid model and ought to behave well, both in light and heavy weather. She is to be fitted up for cruising around the lakes, with accommodation for about ten persons. He will also build a sloop yabht of about the same dimensions as the schooner; she will be for racing purposes. He is building ten row boats for use on Chatauqua lake, and eight flat bottom boats, sharp at both ends for use on the Alleghany River, Olean. He will commence at once to build a lighter for lightering purposes around Buffalo harbor, 100 feet long, 25 feet wide, 8 feet deep.

It is reported here that the propeller H. B. Tuttle, has been chartered to the 1st of September, to carry iron ore from Ashland to Cleveland at $1.85, and coal up at 80c free.

J. L. Crossthwaite, vessel broker, has chartered for the coming season, the propeller Chamberlain and consorts A. T. Bliss, T. H. Cahoon, Ida Corning and G. W. Wesley for lumber from Marquette and Waiske Bay to Tonawanda and the steambarge Cleveland and consorts Tyson, Stewart, and one other for lumber from Menominee to Buffalo.

Captain Ed. Morton arrived here Monday from Painesville to look after necessary repairs to be done on Captain Thos. Wilson's fleet laid up at this port.

H. G. Morey, of Buffalo sold ¾ths, of the schooner P. B. Locke at the rate of $7,000 to W. E. Chapman and others Sandusky, O.

Captain Thos. Maytham, left here Saturday, for Middle Island. A large wrecking pump was sent from here and arrived at Sandusky Monday. Captain John Kelderhouse, received a letter from Captain Maytham, Tuesday in which he states, all ice out of the bay, and pumping would commence on Wednesday and he hoped, weather permitting to raise the propeller Northerner, this week.

Captain Alf. Mitchell, is in Bay City, on business connected with the building of the Tonawanda Transportation company's new boat.

The ice has been passing down the river in large quantities and the lower end of the lake is now almost clear. The ice in the creek has all gone out and work on vessel shifting will be started much quicker this year than heretofore.

At Riter's Eagle Boiler Works, it is all hustle and hurry up amongst their 100 employees, so as to get all the work their employers have contracts for done on time. The firm have recently sent to Cleveland two steel marine boilers 8x16 each, 7-16 inch thick, for James Corrigan, to be placed on the steamship Raleigh. They have completed one steel marine boiler 10x16 9-16 inch thick, for the steamer Oregon. They are building two steel marine boilers 12x14 each, 15-16 inch thick, for Messrs. Corrigan & Huntington, of Cleveland one steel marine boiler 10x11, 15-16 inch thick, for the Frontier Iron & Brass Works, Detroit. One steel marine boiler 6 feet 8 inch, by 11 feet, 7-16 inch thick, for Geo. H. Notter, Buffalo. Two steel marine boilers 8½x17 each, 9 16 inch thick, for H. G. Trout, King Iron Works. Two marine boilers 9x15¼ feet, of the best flange iron 11-16 inch thick, also for H. G. Trout. Steel marine boiler 10½x17 feet, 13 16 inch thick for J. & T. Charlton, to be placed on their tug Balize. One steel marine boiler 15 feet 10 inches, by 12 feet, ½ inch thick for Matthew Scanlon, of Tonawanda. Two steel boilers 6x14 each for use in Coatsworth's new elevator now being erected near Michigan street bridge, Buffalo. One boiler 5x12 for Wm. Henrich, of Buffalo, for use in the new planing mill he is having built. The firm have added to their machinery a set of power rolls for bending boiler plate by steam power, and a new engine to drive their machinery, also a five ton iron crane and flexible shaft for tapping stay bolt holes and putting in stay bolts. They have contracted with A. Thompson, of Fitchburg, Mass., for one of his best improved hydraulic riveting machines To accommodate the new machinery already received and to be received considerable additions will be made to their already extensive works. In addition to the work mentioned above they have contracted with the Western Transit Company to place on the steamship Commodore a new boiler house, to be constructed entirely of iron and they are doing considerable work on the Western Transit Company's and Union Steamboat Company's fleet, laid up at this port also on the Canal & Lake Steamboat Company's boats, in Buffalo and general work in various parts of the City. Their new hydraulic riveter will put a pressure of 70 tons on the rivets. The Eagle Boiler Works are the oldest marine boiler works in Buffalo, having been established in 1859.

[Continued on 5th page.]

MARITIME LAW.

DEMURRAGE—CONSIGNEE AND SHIPPER ONE PERSON — LIABILITY — ACTION IN PERSONAM—DISPATCHING TOO MANY VESSELS —PRINCIPAL AND AGENT.

District Court, D. Maryland. 1886.

The respondents, ice dealers in Baltimore, purchased ice to be delivered free on board, in the Kennebec river, the sellers agreeing to procure the vessel, the respondents to pay the freight. Held, that the respondents, being both consignees and shippers, were liable in an action *in personam* for damages for unreasonable detention of the vessel up on arrival in Baltimore, before the discharging of the ice was commenced.

The detention was caused by the accumulation of vessels in Baltimore consigned to respondents, and resulted from the sellers of the ice dispatching too many vessels at about the same date. Held, that the dispatching of so many vessels, even though contrary to respondents' instructions, was the act of persons acting in their behalf, and was no defense to libelants' demurrage for damages for detention.

Morris, J. This is a libel *in personam* to recover compensation for the detention of the schooner William Marshall in discharging a cargo of ice in the port of Baltimore. The schooner, with a cargo of 540 tons of ice, consigned to the respondents, Church, Lara & Company, sailed from the Kennebec river, August 12, 1886. She arrived in Baltimore early on the morning of the 20th, and reported to the consignees. On the 28th, discharging not having yet commenced, the master notified Church, Lara & Company that from the 30th he would expect and require compensation for delay. On September 2d discharging was commenced, and was completed in two days. The libelants claim compensation for five days' detention from August 30th to September 3d.

There was no formal charter party, and no agreement for demurrage; the only contract being that expressed in the bill of lading, which provides that the ice is to be discharged by the consignees, with the assistance of the crew. The legal implication, therefore, was that the ice was to be discharged in a reasonable time, having regard to all the circumstances proper to be considered. Bacon v. Erie & Western Transportation Company, 3 Fed. Rep. 344. It is not disputed that the detention was far beyond the time actually required for discharging the ice. After a voyage consuming only eight days, the schooner lay in port for 13 days before she was taken to respondents' wharf and the discharging which was then commenced was completed in two days.

Respondents put their defense upon two grounds: First, that they were merely consignees of the ice, and as such, there being no agreement for demurrage expressed in the bill of lading, there can be no implied liability on their part to pay for detention of the vessel which occurred before they began to receive the cargo; second that an action against them as consignees, if maintainable at all, can only be sustained upon proof of culpable negligence, on their part, and that they were not in fact guilty of negligence, because they were prevented from sooner receiving the ice, although their facilities were ample for the ordinary requirements of their business, by circumstances for which they were not responsible. The circumstances relied upon in the answer are that the respondents having, as was well known to libelants, but one wharf in the port of Baltimore at which ice could be discharged, there arrived an unusual number of vessels loaded with ice, consigned to them, just before the arrival of libelants' schooner, so that they were obliged to discharge four other vessels before libelants' schooner could have her turn; that the arrival of so many vessels about the same time was not through any fault of respondents, but was because the persons from whom they had purchased the ice had not complied with respondents' instructions with regard to the dates for dispatching the vessels.

The first ground of defense is not sustained by the proof. The respondents were not merely consignees, but were owners of the ice when it was put on board, and, in fact, the vessel was procured for their account. They had contracted for the ice with ice dealers in Maine, at a certain price per ton, free on board in the Kennebec river; the vendors agreeing to procure the vessel, and deliver the ice on board, from time to time during the season, as respondents might direct, the respondents to pay the freight. The bill of lading states that the ice is shipped for account and at the risk of the respondents. Under an ordinary bill of lading there is an implied agreement by the shipper that the goods shall be received within reasonable time after tender at the port of destination, and in admiralty there is a lien given upon the cargo for damages caused the ship by unreasonable delay in receiving them. The Hyperion, 2 Low. 93; S. C., on appeal, 1 Holmes, 290; Fulton v. Blake, 5 Biss. 371; Hawgood v. Tons of Coal, 21 Fed. Rep. 681. The shipper is a party to the contract of affreightment, and is accountable for any obligation implied by it. Bacon v. Erie & Western Transportation Company, 3 Fed. Rep. 345; Sprague v. West, 1 Abb. Adm. 548. The goods being subject to a lien for the damages resulting from detention of the vessel, and having been the property of the consignee from the inception of the voyage, if he receives them with notice of the claim, there can be no good reason suggested why he should not be held personally answerable.

The responsibility cannot be placed upon the ice dealers in Maine who put the cargo on board, for they might well defend themselves by showing that the contract of affreightment was made on behalf of the consignees, and that they acted as agents, as indicated by the language of the bill of lading. Stafford v Watson, 1 Biss. 437.

Assuming that respondents, being the owners and shippers as well as the consignees of the cargo, may be held to answer *in personam* for an unreasonable detention of the schooner, it remains to consider whether they were without fault in having such an accumulation of vessels arrive that they were prevented from sooner discharging her. In Cross v. Beard, 26 N. Y. 89, which was also a case of goods shipped by consignees' agents, it was held, at common law, that evidence going to show that an accidental break in a canal and a storm on one of the lakes had combined to cause a fleet of vessels to come into port together, which otherwise would have come singly, at intervals, was proper to go to the jury; and that from it they might find that the consignees had been without fault, under all the circumstances, in suffering such an accumulation of vessels as had caused the detention complained of. This rule has not been uniformly followed in admiralty, (Esseltyne v. Elmore, 7 Biss. 69;) but, assuming it to be applicable to this case, there is no proof whatever of any unexpected or unforseen accidental occurrence, beyond the control of the respondents, which occasioned the accumulation of vessels which detained respondents' schooner. There was no storm, no interruption of navigation, no exceptional circumstances of any kind. The accumulation was occasioned by the fact that the parties from whom respondents had purchased ice, acting on respondents' behalf in shipping it, had dispatched too great a number of vessels about the same date. Respondents contend that this was contrary to their instructions, but it was the act of agents selected by themselves, and for which they are answerable to the libelants. It certainly was not a matter beyond ordinary human foresight, and is no answer to libelants claim.

The counter claim of the respondents for loss from melting of the ice, because of alleged neglect of the officers of the schooner to have her kept pumped free of water, is not sustained by the weight of evidence. No mention of this demand was made until after this libel was filed. There is direct testimony that the schooner was kept pumped free of water, and there is enough in the fact that the ice was in the vessel during the hot weather, from August 12th to September 2nd, to account for the loss of weight.

The libelants are entitled to a decree for freight, and demurrage for five days.

SHIPS AND SHIPPING—DATY OF MASTER NOT TO TAKE AVERAGE BOND AFTER ADJUSTMENT OF LOSS—FORM OF AVERAGE BOND.

District Court, D. Massachusetts. November 23, 1886.

The question whether tender of an average bond, reciting that the owners claim that certain losses and expenses had been incurred which might constitute a general average, is sufficient to entitle consignees to a delivery of the goods from the master, cannot be decided (there being no contention but that the losses and expenses made a case of general average) after the adjustment has been made, there being no obligation on the master then to accept any bond.

Nelson, J. The brig Water Witch arrived in Boston on the thirteenth of December, 1885, from Baltimore, having on board a cargo of clay retorts, tiles, etc., consigned to the libelants, Waldo Bros., commission merchants, doing business at Boston. In the course of the voyage a general average loss occurred. On her arrival here the master offered to deliver possession of the cargo to the consignees, they paying the freight, upon their executing to him an average bond prepared by the adjuster employed by him to settle the loss, in which it was recited that in the due prosecution of the voyage certain losses and expenses had been incurred, and other expenses thereafter might be incurred, which according to the usage of this port, constituted a general average to be apportioned on the vessel, her earnings as freight, and the cargo on board. The consignees declined to execute the bond, with the recital expressed in that form upon the ground that by its terms they would be precluded from disputing the liability of the cargo for contribution; but desiring to obtain possession of the cargo, they offered to give a bond in which the recital was that the owners claimed that certain losses and expenses had been incurred on the voyage, which might constitute a general average, etc., and they had prepared and tendered to the master a bond in that form, and demanded the cargo, offering to pay the freight. But the master refused to accept the bond, or to deliver the cargo, insisting on his adjuster's form of the instrument.

The principal question discussed was whether the master was bound to accept the bond tendered by the consignee, and upon the payment of the freight deliver the cargo; but, on the facts as they were developed at the hearing, this question does not fairly arise for the decision of the court. The brig arrived here on December 13th. The negotiations between the parties as to the form of the bond extended until December 28th, and on that day the consignees tendered their bond. But at that time the average adjustment had been completed, and was known to the consignees. It is denied in the libel that a loss had occurred which subjected the cargo to contribution. But it turns out that no dispute ever really existed on this point. The brig, in the course of the voyage, encountered a severe gale, in which her sails were blown away, and other damages suffered, from which she was obliged to put into Vineyard Haven, where she incurred expense, and she was afterwards towed to Boston. That these expenses constituted a case of general average has never been a subject of contention between the parties. Therefore, on January 2d, when the libel was filed, all occasion for an instrument of this nature had ceased to exist, and nothing remained for the consignees to do but to pay the freight, and the amount apportioned on the cargo, (upon which payment the master was ready to deliver the cargo,) and take away their goods. There is no doubt that the master, as agent of the shipowner and all others concerned, has a possessory lien on cargo for all general average, sacrifices and expenses. The obligation of an average bond is an engagement by the consignee, on the condition of his immediately receiving the goods, to pay his proportion of the general average as soon as it shall be ascertained by an adjuster in the usual way. There is no law or usage that requires the master to accept such an instrument, in place of the cargo, after the adjustment has been completed. There is no proof or pretense that the consignees suffered damage from the detention, even if it was improper. Therefore the question which this suit was brought to settle does not arise on the conceded facts, and I am obliged to dismiss the libel. The freight has been paid since this suit was begun.

The claimant is entitled to a decree against the stipulators for the libelants for the amount apportioned upon the cargo by the adjuster. As the suit seems to have been contested on both sides with a view to settle a point about which the opinions of accomplished adjusters differ, and in this respect it has failed in its object, no costs are to be allowed. Ordered accordingly.

NEW RULES CONCERNING MARINE BOILER PLATES.

The board of supervising inspectors of steam vessels has adopted a new rule of vital importance regulating the construction of steamboat boilers. The new regulation provides that, on and after April 1 next, "every iron or steel plate used in the construction of steamboat boilers, and which shall be subject to a tensile strain, shall be inspected in such a manner as to enable the inspectors to ascertain its tensile strength, homogeneousness, toughness, and ability to withstand the effect of repeated heating and cooling, and no iron or steel plate shall be used in the construction of such boilers which has not been inspected under this rule." Under the existing rule but one out of every five iron or steel plates used in the construction of steamboat boilers is subjected to the legal test of tensile strength, so that in a boiler containing twenty plates only five of them have been subjected to the lawful test. The other fifteen are accepted from the boiler builder and iron manufacturer upon their mere personal assurances that the plates will stand the strain required. Thus the statute is evaded, and the lives of travelers on steamboats are in constant jeopardy. Some opposition to this rule is anticipated from the iron makers, but there is scarcely a doubt that the secretary of the treasury will sustain the board in its strict construction of the language of the law on that subject.

Mr. Whithorne introduced a bill in congress to create a naval reserve in auxiliary cruisers, officers, and men from the mercantile marine of the United States.

THE PARSON'S RELEASE.

Special Correspondence of the Marine Record.

NEW YORK, February 14.

When the keeper had thrown the massive bolt that locked out the air of freedom, my heart seemed to stand still, and a great lump arose in my throat, perspiration stood upon my brow, while my fingers grew numb as it from cold. Imagination run riot with reason, and I thought myself shut in a burning prison, while frantic men perished all about me. Just before the walls were ready to fall in upon me, I made a vehement jerk at the iron door and gave vent to a yell that sounded like a voice from the tomb, for the guard instantly approached my door, and gruffly said:

"Parson, or no parson, we want no preachin' nor exortin' here, so just drap it, or I'll have ye flung into the dark cell."

Say, Mr. Editor, did you ever hear about eloquence of such sublimity and logic so profound that it held an audience speechless? Well, that was the way the eloquence of the guard affected me, I was simply speechless.

As soon as it was discovered that I was not with the party on board the Crosby, Nick Furlong, of New York, said that he heard something fall overboard some time before, and that he was of the opinion that I was the chap, which melancholy information was the cause that threw the party into executive session, and it had the effect of passing a lengthy preample and series of resolutions, lamenting my death, and eulogizing my many noble attributes. In fact, they were in the very center of a long list of resolutions, when the Crosby touched the wharf and a newsboy yelled out the headlines of an article in an evening paper, which gave full particulars of my escapade and wound up by briefly stating that I was a member of the National Marine Engineers' Association. A motion was at once adopted to throw all the resolutions of respect just passed, in memory of me, into the river, and also to fine the author of them a dollar and a half for insubordination. Martin Stroder, of Chicago, then confessed that he had put up a job on me. Nothing could be done that evening, so I was held a prisoner on Blackwell's Island all night. Henry Burton, of Port Huron, suggested that the only way to get me out was to go before a justice and make affidavit as to my character, and the accident that caused my involuntary incarceration. This they did, with the following result, the justice declaring that he would not permit one man to hear what the others testified, which ruling led to an agreement between the boys to stick together, and all tell the same story. Quincy Miller, of Cleveland, made up the story to which they were to swear. Mr. Miller, in his affidavit said, that I was a young chap, fond of a lark, and although I was not really a preacher I ought to be, for I was possessed with brass enough for anything. Mr. Britton said that I was harmless and all that, but a little too impudent for a preacher and that I had served a term for saucing a hackman at Niagara, etc. Mr. Stroder said that I was a regular blow-hard, who had escaped death at the hands of a mob, only by the breaking of the rope. Mr. Dowd said that I was so lazy I could not tell the truth, and I would be no good as a preacher, for I'd be sure to strike for shorter hours and more pay. Mr. Harris said that I'd do very well for a temperance advocate if they could only keep me sober. Mr. Stoddard said I might be a preacher for all that he knew, but he did not think I was much of an engineer; did not suppose I had sense enough. Mr. Young said I had better not come around Stillwater any more. Mr. Burton said that he knew me and that I was all right, for I had served my time in the Drydock Iron Works at Port Huron. Mr. Watson said I had been at one time a newspaper reporter, but had been discharged for inserting the notice of a high-toned wedding under a flaming head-line which read: "A Reign of Terror." Mr. Elliott said he knew me, and that I was born upon the island of Manritous. Mr. Bateman said he knew me when I was a striker on the J. M. White in '49. Mr. McKee said turn me loose and he'd guarantee that I should have safe conduct beyond the city limits. So the boys nearly all had a say in the drama, each man paying fifty cents for the chance to give his deposition. However, they were a little late, for by the time they had reached the island I was walking up Broadway, having been liberated upon the request of the engineer of the city ferry that does the transferring for the prison. The disappointed gentlemen marched back to the office of the justice in a body, and offered to sell him the affidavits back again for two bits apiece, or one-half the original price.

THE SECOND ENGINEER.

TRIPLE EXPANSION ENGINES.

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The Sentinel says: Work has commenced on the Port Arthur breakwater extension at last. Soundings have been made where it is proposed to sink the cribs.

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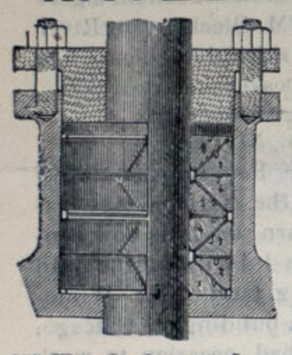

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Said Steamer and property lie at the port of St. Ignace, being the Village of St. Ignace in the County of Mackinac, in the State of Michigan, and may there be seen.

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Eastward.	Arrive	Depart.
No 4. Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"		*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	•6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	

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Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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Marine Record.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, FEB. 24.

THE GRAIN TRADE PROSPECTS.

The season has now so far opened that already lake carriers are enthusiastic over the business prospects of 1887. One thing is already made certain from the returns which have been received from the primary ports on the northwest lake system; that is, that there will be an abundance of grain traffic. So far as appearances go, there will be a heavier grain traffic this year than there will be tonnage to accommodate it. The result of this will be that the traffic will find other outlets than the Erie canal. The Welland canal management are once more in the field with a strong bid for the north-western grain trade. By a reduction of rates they hope to attract the trade to the St. Lawrence route, and thence to the foreign markets of the world. This at first sight would appear to be a misfortune for the lakes, bnt it is not so as a matter of fact. What the great northwest granary wants is a fair field and no favor. The cheaper it can put its produce on the market the greater will be the field at its command; the greater the chance of cutting out the food products of the East Indies and the Black Sea provinces, which are periodically quoted as being the grain-producing rivals of the United States. It does not matter by what route our grain reaches the Atlantic seaboard so long as that route is the cheapest and most advantageous. If merchants select the Welland canal, they will do so because they find it to their interest to do so. If they choose the Mississippi Valley route for getting their produce to the ocean it will be for the same reason. As surely as a stream will filter through the most convenient strata, so will trade discover for it self the easiest and best outlet. The trade of the northwest provinces will not pause to ask whether the Welland canal is a less patriotic route than one through the United States. It will simply consult what is the most convenient for itself and go ahead accordingly.

There seems good reason to believe that New Orleans will reap a great deal of advantage from this year's abundant grain produce. It is probable that this year the great grain market of the world will be the United States. The severity of the winter in England has greatly injured the harvest prospects, and from Odessa the news comes that a heavy, black, blighting frost has covered the south of Russia where the fields have been bare of snow all winter, so that the prospect of a large out-turn of grain from the Black Sea ports is rendered very improbable. The news from India, with regard to the cereal prospects, is at best speculative, but in any case that country can not compete with the United States if we are untrammeled by high rates or difficulties in finding a convenient seaport. India is handicapped by the charges of the Suez canal and about 4,000 miles, and the United States ought to be able to beat her in any grain market in Europe. We want all the outlets for our grain traffic we can get. Let the gateway be the Mississippi, the Welland canal, or the Erie canal, it does not matter. The more the merrier, and the better for the development of the natural trade of the northwest. The more outlets the greater will be the competition; the greater the competition the cheaper rates will be; and the cheaper rates, the more the north-western granary will be able to compete with its foreign adversaries.

While the normal market of Europe for American cereal produce is certainly no worse than it has been hitherto, the political signs that it will be better than usual are very prominent. If France and Germany go to war there will be a sudden demand for supplies which neither India nor the Black Sea provinces could supply. In Hungary the wheat crop is spoken of as a surprise. The average production for the past ten years has been about 90,000,000 bushels, and although last summer a crop below the average was estimated the product was 103,200,000 bushels, which is but a slight falling off from the crops of the two years previous. In the not improbable event of European complications, however, it would not be Hungary that would be drawn upon for grain supplies. It would be the United States. Just how this country would be able to stand the drain is indicated by Mr. Pillsburg, of Minneapolis, who said, a few days ago: "Spring wheat was never so well out of farmers' hands at this season of the year as it is this year. Last year farmers lost money by holding, and this year they go to the other extreme. The current wheat receipts at Minneapolis are from elevators and not from farmers' hands. The wheat in the Minneapolis elevators has carried its winter storage, and no more will have to be paid until June 1. Therefore, rather than grind wheat which will be practically free from storage, the millers are drawing on the country elevators, and usually receipts from country elevators keep up to milling requirements for some time." From the Commercial and Financial Chronicle we compile the following report of the receipts of wheat at the principal primary ports, for the years 1885 and 1886 stated in bushels:

	1885.	1886.
Chicag	17,171.232	16.075.471
Milwaukee	9 488.726	8,139.989
St. Louis	10.046.493	11.686,780
Toledo	7 938,570	12 598 303
Detroit	8.402.026	8,972.528
Cleveland	1,596.703	2 217.396
Peoria	362.380	485 985
Duluth	14.592,244	22,015 628
Total of all	69,598.374	82 222,080

This shows that Duluth received more wheat than any other lake or river port—six million bushels more than Chicago, which gets the winter as well as the spring variety; 7,453,384 of the increase of 12,623 706 bushels at the eight ports, and more than one-fourth of the whole. On the 8th inst, there were in store at Duluth 9,842,735 bushels of wheat, it having been found impossible to get boats enough, at the highest rates, to transport it east through the lakes before the close of navigation. This is a gigantic supply of grain to have on hand and there can be no doubt that this season will see a booming trade along the lakes. Let the rush come. The great north-west can stand it.

FORTIFICATIONS VS. WAR VESSELS.

The agitation which arose out of the insignificant Canada war scare about the defenceless condition of the lake and ocean seaboard has produced at least one measure for putting the nation in a thorough state of protection against foreign aggression. The house committee on military affairs has now completed its bill to provide for the national defences, and at an early date congress will be recommended to appropriate $5,000,000 for the construction and equipment of a national gun factory for heavy ordnance, rifled mortars, and torpedoes. No appropriations are asked for the construction of fortifications, though the subject may yet be brought up in the form of an amendment during the debate in the house on the bill. It is not improbable that a large portion of the appropriation for national defence will be expended upon heavy monitors, to lie outside the principal harbors of the states. That, at all events, is the plan advocated by Admiral Porter, in a letter addressed to Congressman Lawler, on the importance of providing protection for the approaches to Boston, New York, and other important maritime cities. After drawing a picture of what might be done to the city of New York by twenty or thirty mortar boats, armed with the new rifled mortar, lying under Cony Island, or what might happen to Boston by a single iron-clad, lying five or six miles off, the Admiral concludes that, "after all the main defence for our coasts and harbors is the heavy, iron-clad monitor, armed with the most powerful guns, that can move from point to point, and, like the turtle, carry its defences on its back." It is not unlikely that the nation will take the same view. It certainly partially expresses the opinion held by the RECORD, which favors powerful fortifications at a few salient points, and the preparation of a number of swift, well-armed steel cruisers to fight off the dogs of war before they get near enough to do any of our great maritime cities any injury. But if the question of national defence is narrowed down to an issue between men-of-war and fortifications, the RECORD would certainly vote for armed ships.

There seems to be no question that maritime defences of some kind are needed. It is true that the United States are not at present in any danger of going to war with any strong, naval, foreign power, and that they are not likely to be so as long as they attend to their own business and stick to their side of the "herring pond;" but, as the French say, it is nothing but the impossible that happens, and it is always wise, therefore, to be prepared for the worst.

On Monday Mr. Randall, of Pennsylvania presented a memorial to the house from the Rhode Island Peace Society against expenditures for vessels and fortifications, and asking instead for "wise statesmanship which will submit grave questions of dispute between nations to the arbitrament of reason and international law." Such propositions are so fantastically childish and goody-goody that the wonder is how grown-up men and women can deliberately sit down to their discussion. As Lincoln used to say, the middle of the stream is a mighty poor place to swap horses in. It may be very deplorable that the millennial term of peace has not yet settled down upon the world, when the lion is to lie down with the lamb and nothing but olive branches are to be on sale in the stores; but it is a fact all the same, and men of common sense must give the lion no chance of lying down with the lamb—inside him; and take precautions that olive branches are not peddled around with dynamite or six-shooters concealed in them. The passions of men, as of nations, are much the same now as they were when Cain took a very mean advantage of Abel. As Oliver Cromwell told his Roundhead soldiers, "Of course, trust in the Lord—but keep your powder dry." On the same principle, it is well and proper that the United States should endeavor to live in peace with all nations; but it is also good that they should use every fair means of protecting the country from foreign aggression from any quarter. So, fire away with your monitors, Admiral Porter.

ALMOST twenty million dollars have been expended on the Welland canal—pretty nearly a million a mile—but Canada does not appear to mind the expense a bit. A Buffalo contemporary points out that even when completed, as now planned, with a depth of about fourteen feet, the canal will not have draught enough to accommodate some of the craft which seek to use it; for it has been the custom for grain laden vessels, on reaching Port Colborne, to lighter a part of their cargo, until they were light enough to lock through without difficulty. In the last report of the Canadian commissioner of inland marine to the minister of inland revenue it is shown that the aggregate revenue of the Welland canal was $8,-225.53 less in 1885 than in 1884. The official report, giving the results of 1886, has not yet been made, but it is stated that the business of 1886 was better than for 1885. The figures show that while there has been a steady increase in the quantity of grain passed through the Welland canal, bound for United States ports during the six years ending with 1885, the quantity passed through the Welland, bound to Montreal, was less in 1885 than during any previous year of the six. The obvious conclusion is that the toll involved a loss of revenue without any material increase of traffic.

A CLEVELAND contemporary, yesterday morning, both editorially and by special telegram from Buffalo, announced that, from certain inquiries which the officers connected with the War Department are making of owners of lake passenger-carrying vessels, there is reason to believe that the federal government contemplates the establishment of a scheme by which, in war emergencies, merchant vessels can be speedily converted into armed cruisers. The "news" is scarcely new. A fortnight ago the RECORD announced that such official inquiries had been made relative to the steel steamer Cambria, built by the Globe Iron Works Co., for the Mutual Transportation Co.; and last week it editorially expressed the opinion that the War Department contemplated the establishment on the lakes of a mercantile and naval reserve. There is little reason to doubt now that this scheme will be adopted for economical reasons instead of putting the country to the expense of building and sustaining a number of government cruisers for lake protection.

LAST week the RECORD ridiculed the opinion attributed to General Bragg that it was unpatriotic for the press to cry out about the poor state of our coast and harbor defences because that was acquainting foreign nations with our weakness, and pointed out that, doubtless, foreign nations knew all about our coast defences already. Here is what Admiral Porter now says to the country: "I do not think it any violation of confidence in me to say that the German government in particular has at this moment complete plans of all our ports and every particular in relation to the principal harbors of the United States." Probably this information is given by the Admiral for the enlightenment of statesmen like General Bragg.

THE MARINE ENGINEERS' BALL.

The occasion which annually assembles the marine engineers of Cleveland No. 2 in the enjoyment of the dance was one of the most pleasurable parties of the season, to the ninety couples present. No pains were spared to make the sixth annual the best of the series, and the officers seemed to vie with each other to see that everybody enjoyed himself. The music by Freeman and Boston's band was elegant, and after some of the numbers of the programme had been filled the party descended to the supper rooms where a substantial and elegant repast had been spread, under the direction of Mr. Heise. The programmes, by the way, were unique, each named after some favorite steamer out of this port, and like compliments were also paid to the local inspectors, and the friends of the marine engineers, among which we desire that the MARINE RECORD be counted. We last week named the officers. It is, therefore, not necessary to say that every person enjoyed himself, all being as merry as a string of sleigh bells. One feature in the gentlemen's dressing room, which should not be forgotten, was the volume of smoke made by the puffs from the excellent cigars from the store of Mr. M. Gleckler, on River street. May all these skillful engineers live to enjoy many such occasions.

M. E. B. A. NOTES.

The many friends of Past Representative F. M. Whitehouse, of the National Association, will regret to learn that he is now confined to his room from injuries on the head that came near proving fatal. Mr. Whitehouse is engineer in a building in Chicago, and a few days ago had occasion to work with the counter balance of his elevator, and to that end ordered the operator of the elevator to hold it while he looked at the clearance the center balance had. Mr. Whitehouse had his head under the center balance, when the elevator was started, and the great weight came down on his head, cutting his skull in two places, and cutting his nose completely through at the base. The injured gentleman is improving slowly.

Mr. L. Walley, who so ably represented No. 51, Muskegon, has been spending some weeks with his family in Erie, Pa.

Mr. Thomas F. Dowd, the representative from No. 4, to the New York convention, was made the recipient of a valuable valentine, in the shape of a magnificent gold watch, his wife being the giver.

There is something in a gift, dear Tom,
That makes it sublime;
Especially so, when it comes, dear Tom,
In the shape of a valentine.

May the hands upon the face of Time
Long mark your onward way;
May each return of the valentine
Be as happy as to day.

James H. Fitzgerald, the genial and witty secretary of No. 43, Port Huron, recently passed through Chicago, and gave No. 4 a taste of his native eloquence.

The Marine Journal, in reporting the convention of the American shipping and industrial league, recently held in Washington, accorded to National Secretary J. H. Harris the honor of having made one of the best off-hand speeches delivered before the convention. Mr. Harris has been the recipient of a good many letters, thanking him for his masterly, though impromptu, effort on that occasion, in the interest of American ships.

Of 52,500,000 bushels of grain shipped from New York in 1886, not one bushel was carried by a vessel sailing under the American flag. The bulk of it was taken by British and German vessels, the former numbering 743 and having cargoes equal to 32,000,000 bushels.

During his operation of the Chester ship-yards John Roach built 80 iron ships there with a total tonnage of 210,000 tons, and valued at $35,-000,000. After all the claims of creditors have been satisfied, probably a full $1,000,000 will remain of the deceased shipbuilder's estate.

[*Around the Lakes Continued from 1st Page.*[

Of the vessels sold by the Union Steamboat Company line, it is learned that Captain White will remain in the Newburg, Captain Hulligan the Waverly, and Captain Green, of the Blanchard, probably in the St. Louis.

The Union Steamboat Company has as yet decided to sail only the Nyack and Starucca in the Lake Superior Transportation line, although the Portage may go into that line.

A large delegation for the Buffalo lumber exchange left on Tuesday night by special car on the midnight lake shore train for the lumbermen's convention at Sandusky. The convention is an outcome of the meeting of the lumber dealers of Erie, Cleveland, Sandusky, Toledo, and Detroit, held at Toledo on December 8th, which took steps to establish the selling of lumber by inspection instead of by straight measure as it is called, that is, by log run.

Felthouser & Russell, at their store Nos. 139 to 141 Main street, are making extensive preparations for the good season, so long looked for and now about to open up. A large number of orders are coming in both from the seaboard and the lakes. They have on hand a large supply of their celebrated patent lens signal lamps and headlights, lens anchor lights, vessel torches, binnacle lamps, etc., etc. They are prepared to furnish steamboats of any size, and hotels, with their wrought-iron French ranges and boilers, many of which are in use on our lakes. Nearly all the steamboats, fitted out at Buffalo or whose outfit was purchased in this city, have them in use. The firm recently furnished the splendid new hotel Richmond, just opened on Main street, Buffalo, with an immense range 17 feet long, with four fires and six ovens, two boilers, 3 feet each, steam tables, etc. The French cook at the hotel considers he has one of the best fitouts for cooking in the city, and says that it does its work admirably.

James Corrigan, vessel owner, of Cleveland, was in this city Wednesday, as was also Captain Keith, of the firm of Keith & Carr, vessel agents, Chicago.

Howard H. Baker & Co., the well-known ship chandlers of this city, who were so many years located upon the wharf, changed their location about a year ago, taking the large and commodious four-story building, between Pearl and Commercial streets, fronting the terrace. Their removal was the subject of much comment at the time, as it was something of an innovation for ship chandlers to get away from the river, but their removal is no longer an experiment, as their business has nearly doubled in their new quarters.

They are now full of spring orders for goods in their line. They have just made a contract with the Union Steamboat Co., to furnish them with black paint, for painting the hulls of all their steamers. Messrs. Baker & Co. are the exclusive agents here for the sale of "Detroit marine green," already mixed, for painting vessels. The Anchor line will soon give all their boats a coat of this celebrated green.

They have orders booked for three of the American Ship Windlass Co.'s steam windlasses and steam capstans, two for the Union Steamboat Co., and one for R. Mills & Co.'s new steamer, now under way at this port.

Captain M. J. Gallvin, of the firm of McDougal & Co., vessel agents, returned to Buffalo Tuesday, from Menominee, Milwaukee, Chicago, and Detroit. While at Chicago he sold the barge S. M. Stephenson to Bigelow Bros., lumber merchants, for $22,000 cash.

WILLIAMS.

MACKINAW.

A high wind and blinding snow storm set in at 6 o'clock Thursday evening, increasing in velocity until midnight, and continuing until noon yesterday, by all odds the most savage storm of the season. The transfer steamer Algoma battled with it all night on her trip from St. Ignace to Mackinaw city with a party of passengers and a large amount of freight. The passengers all came ashore over the ice at noon, and reported the vessel had broken the main shaft of her coupling half a mile out, where she will have to remain until the 1,200 pound casting, taken to Detroit for repairs, can be returned, which will take at least eight days. In the meantime passengers and freight will be teamed across the straits on the ice. The storm has greatly impeded railroad traffic and telegraphic communication.

AMHERSTBURG.

John Shaw, of Forest, and Simon Fraser, of Amherstburg, have closed with the Georgian Bay Consolidated Lumber Company for the entire cut of their Byng Inlet lumber mills, amounting to 12,000,000 feet of lumber and 4,000,000 pieces of lath.

MILWAUKEE.

F. Kraus & Company, maltsters, of this city, have received a letter from their New York agent in which he states that he has been approached by an accredited agent of the German government who came to this country to purchase corn, oats, and red winter wheat in enormous quantities. Kraus & Company have been requested to bid on furnishing 200,000 bushels of oats, and their figures have been forwarded to the agent at New York.

Captain N. D. Moore, of Moore, Benjamin & Company, of this city, who own a one-sixth interest in the fee of the Colby mine, and are interested also in the Ashland mine, was asked by your correspondent this evening if the report of the purchase of the Ashland mine were true. Captain Moore said that a few weeks ago C. L. Colby, J. L. Colby, and E. H. Abbott, of the Penokee and Gogebic Development Company, and Mr. Currie, of the North Chicago Rolling Mill Company, and Mr. Rockafeller of the Standard Oil Company, were in New York together, but whether they then purchased the Ashland mine he did not know. A fair inference to draw from Captain Moore's remarks is that a syndicate composed of the parties named, and possibly some others, has purchased the Ashland.

R. P. Fitzgerald, of this city, and Captain Wiley M. Egan, of Chicago, have closed a contract with the Detroit Drydock Company for the purchase of the new steamer now building in the Springwells yard. The price paid is said to be $130,000. The new boat will be one of the best of her class. She will carry about 80,000 bushels of corn, and will be a counterpart of the steamer J. F. Eddy. She will hail from this port.

DETROIT.

The ice blockade at Detroit the present winter has caused renewed talk of a bridge over Detroit river, and representative Maybury will introduce a bill in Congress for that purpose. The plans contemplate a bridge which shall provide for the removal of two spans of 400 feet each during the entire season of navigation, and during this time the railroads will ferry across the river as usual.

We learn from the Marquette Journal that there will be a change in the management of the M., H. & O. R. R. James McMillan, of Detroit, will be elected president, and Calvin S. Brice, of New York, vice president. This is the first step towards the consolidation of the M., H. O. and D. M. & M. under the control of the Duluth, South Shore & Atlantic.

The Detroit Drydock Company has begun work on the first of two steel steamships for the Western Transit Company. They will be a little larger than the Albany or Syracuse.

CLAYTON.

Captain Wells, of Morristown, will again sail the schooner Reuben Doud next season.

The president has appointed Horace E Morse, of New York, to be collector of customs at Cape Vincent.

Captain Wigle says the steamer City of Dresden will look better than ever this season. General alterations and additions will be made which will add to the comfort of the passengers.

Folger Bros. have sold the schooner William Elgin to Messrs. Savage and Bermingham of Wellington, for $3,200.

A dispatch from Beaufort, S. C., states that a small black steam yacht went ashore off the inlet on Friday last. The yacht proved to be the Ruth, owned by S. Conde of Oswego, and it is well known on the St. Lawrence. She was on her way to Charleston, S. C., to meet her owner, who will embark for Florida to spend the remainder of the winter. At the raising of the tide she was floated off with slight damages.

Captain W. Garrett, of Smiths' Falls, has bought the steamer Gipsey from the Rathbun company. He intends to change her name to Nellie Ross, and will add several more state rooms. It is his intention to make one trip a week from Montreal to Kingston via Ottawa and the Rideau canal and return by the St. Lawrence.

SANDUSKY.

About fifty representatives of the lumber trade at Lake Erie ports arrived here yesterday and are holding a convention under the auspices of the local lumber dealers's association. The forenoon was spent in discussion of the prices of various grades of lumber, transportation, rates, etc. The consideration of questions of interest to the trade was had and it is thought an association embracing all the local organizations of lumber dealers at Lake Erie ports will be formed.

DULUTH.

The Duluth Lime Kilns give promise of forming a leading industry next season. Several boats of large carrying capacity will be devoted exclusively to the transportation of limestone from Kelley's Island to Duluth and the working force of the kilns will of necessity be largely increased.

DESERONTO.

Since the sale of the steamer Ida last fall it has been generally known that Captain Garrett, the enterprising boatman of Smith's Falls, intended putting a new craft on the Rideau canal route. The boat, which is being built at the Rathbun's yards in Deseronto, is to be of iron, 110 feet in length, 29 feet beam, and having thirty first-class state-rooms. She will be a side-wheeler fitted with the new feathering buckets, and is expected to develop sufficient speed to keep well up with the fast ones. Besides the state rooms she will have a main saloon of good size, and all are to be furnished in the best possible manner. She will be known as the Ella Ross, and will be put afloat at a cost of about $18,000. Her route will be from Montreal up the Ottawa, then via Rideau canal to Kingston, down the St. Lawrence to T. I. Park, where Sunday will be spent of each week, and then down the rapids to Montreal.

PORT HURON.

The steamer Oscoda is receiving a general overhauling before going in the lumber trade. Captain Alex. Sinclair will command as usual.

The propeller Dean Richmond will be commanded the coming season by Captain Zealand, of Sarnia.

Captain Thos. Currie on Saturday sold his tug, the River Queen, to Messers. Hiscock and Foster, of Chicago, for $5,000 cash. She will be used to tow rafts at Grummond's Island on the Ste. Marie river. The captain is figuring on getting a "stem-winder" here in the spring.

MARINE CITY.

The marine engineers' ball at the city hall was a grand success. The hall has been very tastefully decorated, and every other particular necessary to insure success fully attended to.

Harry Stone will visited Detroit, next Saturday to make an examination of the machinery of the Cumberland. We very strongly suspect that Mr. Stone will officiate at the aft end of the bell-pull on this steamer during the coming season.

SAULT STE. MARIE.

The steamer Ste. Marie, on the beach near Cook's mill, Lake Superior, is reported to be wintering in good shape.

The John Spry Lumber Company, has purchased the tug W. H. Seymour, owned by Hon. Henry W. Seymour, paying therefor $6,000.

Mr. R. D. Perry has about completed the purchase from Mr. L. P. Trempe of his dock property, which has a river frontage of 300 feet and a frontage on Water street of 180 feet; $55,000 is the purchase price.

CHEBOYGAN.

Charles Lowsignau, keeper of the Cheboygan, Mich., lighthouse, has sent a petition to the department demanding a thorough and immediate investigation of the charges preferred for neglect of duty, by Democrates.

Workingmen will soon commence the repairs and alterations on the steamer Minnie M. in winter quarters in Cheboygan. Her cabin will be entirely remodeled.

Senator Lawler of Illinois has introduced in the house a resolution that the secretary of state be requested to inform the house whether the terms of the treaty of Ghent by which peace was consummated between the United States and Great Britain in December, 1814, and ratified by the senate in February, 1815, are construed to inhibit the United States from maintaining an effective navy on the northern lakes bordering the dominion of Canada; and also whether the construction by Great Britain of the Welland canal is not in effect a violation of the treaty of Ghent, and, in case of war with that country, a menace to the safety of our lake board cities.

Senators Sawyer and Spooner secured the following changes in the river and harbor bill in the senate conference committee: Increase for Milwaukee harbor from $40,000 to $80,000; Kenosha, from $2,500 to $5,000; Superior, from $10,000 to $12,500; St. Croix River $7,500 to $10,000, and a new item of $10,000 for Ashland.

THE NAVAL BILL.

The senate has passed the bill to provide for the increase of the naval establishment, yeas 46, nays 7. As amended, it reads:

That for the purpose of increasing the naval establishment of the United States, the sums of money hereinafter named are hereby appropriated out of any money in the treasury not otherwise appropriated, to be expended by the president in the exercise of his discretion, upon plans and specifications furnished by the navy department.

For the construction of heavily armored vessels or armored floating batteries, or rams, to be used for coast and harbor defense, $10,000,000.

For the construction of light-draught gunboats suitable for interior waterways and canal service, $1,200,000; said gunboats to be completed and tested within twelve months from the date of the signing of any contract for their construction.

For the construction of torpedo boats of the highest attainable speed and efficiency, $600,000; said torpedo boats to be completed and tested within twelve months from the signing of any contract for their construction.

For torpedoes and torpedo appliances, to be operated for naval vessels, floating batteries, or rams, $600,000.

Section 2. That for the armament of the vessels hereinbefore provided for, the sum of $3,000,000 is hereby appropriated out of any money in the treasury not otherwise appropriated.

Section 3. That the material used in all naval structures provided for in this bill, and the armament of the same, shall be furnished and manufactured in the United States, and all contracts made for their construction shall be under the provisions of the act of August 3, 1886. ("An act to increase the naval establishment.")

Section 4. That the appropriations made by this act shall be available during five years from March 4, 1887.

Submarine boats have not made a great deal of progress since Fulton's time; so long ago as 1801 he descended to a depth of 25 feet in the harbor of Brest, and demonstrated the fact that his "plunging boat" could be trusted to take himself and three companions under the water and return to the surface in safety. This boat was named the Nautilus, and when beneath the surface was moved 500 yards in about seven minutes, by two men turning the engine, while Fulton regulated the position of the boat. On one occasion the boat remained beneath the surface for nearly six hours; but nothing in the shape of effective warfare was accomplished, when Fulton was persuaded to lend his services to this country, though he did, by way of experiment, blow up some old vessels with torpedoes. Fulton published his work on the subject, Torpedo War and Submarine Explosions, in 1810, at New York, in which he shows that a system of harbor defense based on stationary and movable torpedoes is the surest, quickest and cheapest plan for protecting maritime cities against the naval forces of an enemy. *Mechanical Engineer.*

Commander Gordon, who has for the past three years had command of the Hudson's Bay expedition sent out by the Dominion Government, to test the feasibility of navigating Hudson's Bay and Straits, as an outlet for the products of the northwest territories, stated that it would require twenty years of observation to fully establish the fact, whether or not this route can be relied on. In the meantime several American and English capitalists have begun the construction of a railroad from Winnipeg to Hudson's Bay, a distance of 700 miles, to connect with a line of steamers. It is proposed to run the steamers from Fort Churchill to some port in Great Britain, without knowing whether the ocean route via the bay and strait is practicable. This is regarded as the biggest wildcat scheme that capitalists have ever been induced into since the Dominion Parliament issued its first charter.

LITERARY NOTICES.

It is an open question whether the reader of the March Atlantic will most enjoy Mr. Lowell's poem, "Fancy or Fact?" with which the number begins, or Dr. Holme's account of his recent trip abroad, called "Our Hundred Days;" for both are so admirable. There is an interesting paper on "Theophile Gautier," by James Breck Perkins, and this is followed by the second part of Lawrence Saxe's "Lady from Maine," the best short story that the Atlantic has had for a long time. Agnes Repplier contributes an article on the "Curiosities of Criticism," and William Cranston Lawton has a paper on "The Hippolytos of Euripides,"—a paper so vivid that the reading of it gives one almost the impression of having been a spectator of the tragedy. Mrs. Oliphant's and Mr. Aldrich,s "The Second Son," and Marion Crawford's "Paul Patoff," are continued, and will be read with interest by everybody; there is an admirable criticism of "Longfellow's Art," by Mr. Horace E. Scudder; and there are also criticisms of "Agnes Surriage," of books about actors, and of Recent Poetry.

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HISTORY OF LAKE NAVIGATION.

Written for the Marine Record.

CHAPTER LXXXVIII.

Early in the spring of 1871 a project was entertained by the Union line, Evans line and Ward's Lake Superior line to unite the three and run in connection on a time schedule. The Evans line was to put in three new iron steamers, built at Buffalo, the Union line to enter the Arctic, Pacific, Atlantic and Dean Richmond, and Ward's line to provide the Keweenaw, St. Paul and Coburn. Provisions were made for the steamers to touch at Erie and Cleveland with Buffalo and Duluth as the terminal points.

A surveying party of United States engineers in July examined Port Hope, Sand Beach, and Blue Ledge for the purpose of establishing a harbor of refuge. Their reports recited that no anchorage could be had at either Sand Beach or Blue Ledge on account of flat shale rock in the bed of those harbors, and Port Hope secured the preference. The surveys extended two and a half miles along the coast and about one mile into the lake. Notwithstanding the preference above reported, the harbor of refuge at Sand Beach was this year provided for by an appropriation of $100,000. and the work pushed along as rapidly as possible. The value to shipping has been of the greatest moment, thousands of vessels having been able to find its shelter from storms which would otherwise have swept them to destruction.

The Welland canal opened on the 5th of April and the Sault canal on the 6th. The steamers Olean and Orontes were the first boats out of Buffalo, April 4th. The propeller W. T. Graves was the first through arrival at Buffalo, April 6th.

By collision between the steambarge Jaques-Cartier and the little schooner St. Joseph, about the 1st of April, near Fighting Island, the latter was sunk.

April 8 the schooner Kingsford, bound down, sprung aleak and sunk near Waugoshance light. The Kingsford was built at Oswego in 1856 and was owned by Chicago parties.

April 16 the propeller Jay Gould went hard aground at Belle Isle. She was lightered off without much damage.

In a collision between the schooner Helen Blood and brig C. J. Hutchinson, both vessels were dismasted and otherwise damaged. Both were repaired at Manitowoc.

The Canadian schooner Pearl, 97 tons, went ashore at Nepanee and proved a total loss. She was subsequently named the Absolom Shade.

Quite a sensation was caused by the passage of the steamer Wisconsin from Oshkosh, Wis., to Prairie du Chien via the Fox and Wisconsin rivers. The trip was made in sixty hours, and good weather was reported the entire distance. This occurrence gave belief in the project of connecting the waters of the Mississippi river and Lake Michigan by ship canal.

Early in May the steamer Timothy Baker, from Lake Ontario to Buffalo, with a cargo of ore for Pratt & Co., went hard aground on the beach at Windmill Point.

The barge Marquette, which was sunk in the fall of 1870 in the Straits, was raised and converted into a three-mast schooner.

On the opening of the Sault ste Marie canal this year the tolls were reduced from 6 cents to 4½. The first vessels through were the steamers Keweenaw, Pacific, and Northern Light, bound for Marquette, on the 10th.

The schooner Harvest Queen, from Chicago to Kingston, grain laden, struck a shoal near Kingston harbor, and was beached to prevent her sinking. Her cargo was mostly saved in good condition.

In June a matter of great importance to all branches of business was the establishment of telegraphic communication between Marquette and Sault ste Marie. By this enterprise a through circuit was established between the iron ore regions and the lower lake ports.

The barge George B. Ely, bound down, with a cargo of iron ore, went hard aground in St. Clair flats and could not be released until pretty much all her cargo had been lightered. In 1871 the low stage of water on the Flats was a great annoyance to sailors and they looked forward with pleasure to the time that would see this sad condition improved. Although the evil has in a measure been abated, much trouble of the same nature is experienced to this day, although the draft of vessels is now, considerably more than in 1871. This was quite an important event in lake navigation in those days. The canal was opened in July with 14 feet of water, but the propeller Wetmore, drawing 13 feet 9 inches, got aground in the canal and was compelled to abandon the attempt to pass through, as did also the Nebraska the day following the opening. Both of these casualities caused much disappointment to vessel men.

On the 29th of June the propeller Alexander Weston, Captain James Innes, caught fire at Lambton, Ont., and was burned to the water's edge. The Weston was a new boat of about 150 tons burden, and was built at Wallaceburg, in 1870. She was owned by Captain John Weston and Alexander Weston of the latter city.

The propeller Richard Winslow, Captain Buffington, from Chicago to Cleveland, with 29,156 bushels of wheat, was compelled to lighter before she could pass up the Cuyahoga river. This cargo was said to be the largest grain cargo ever previously received at Cleveland.

About the middle of July a sailor man, hailing from Canada, named Walter Buntin, was drowned from the schooner Maria Martin in Buffalo harbor, and Thomas Hilliard, engineer of the tug Clara Martin, was killed while engaged in oiling the shaft. About the same date a sailor man, name unknown, was lost from the bark Champion in Lake Michigan. Alex. Moody, a sailor on the Sanilac, fell from aloft and was instantly killed. Captain Herman Thompson, of the schooner Franklin, died at Milwaukee. Charles Switzer was drowned from the barge Sherman in Lake Huron. Wm. Wheeler, mate of the scow Mary Ann, was drowned off Chicago, August 6, and Francis Shaw was drowned from the scow Rough and Ready, on the 7th, between Middle Island and Bay Point. Captain John Bruce, of the Canadian schooner Juliette, after a brief illness, died at the hospital in Buffalo, on the 20th of August. A female cook named Minnie Berthwick, was drowned from the schooner Skylark at Port Stanley. She lived at Sable, Lake Huron, and had relatives at Alpena.

The new schooner Stella, 250 tons, of Racine, capsized in Lake Michigan, whereby three lives were lost. The captain, J. M. Rackman, was half owner. She was towed into Manistee.

The propeller Raleigh brought down in August 57,500 bushels of corn from Chicago to Buffalo. This was reported to be the largest cargo of grain ever carried by a steam vessel on the lakes.

The schooner Newhouse was burned and scuttled in Grand Traverse bay. She was built by Peck & Masters in Cleveland in 1856 and measured 381 tons. She was raised and rebuilt.

The renowned tug Winslow, now of Grummond's line, took down from Saginaw the champion tow. It consisted of eleven lumber-laden barges and against a head wind.

The Canadian scow Dunham, coal laden, was lost on Lake Erie. She sailed from Cleveland August 19, in command of Captain Wright, with a crew of five men, all of whom were lost. The wreckage was washed ashore at Point au Pelee.

THE RIVER AND HABOR BILL.

The following is a list of the total amounts of the most important items in the river and harbor bill (reported to the senate) which has been inserted or increased by the senate committee on appropriations: Dunkirk, $10,000; Charlotte, N. Y., $35,000; Oswego, N. Y. $25,000; preservation of of Presque Isle, Erie harbor, Pa., $100,000; Sandusky, Ohio, $30,000; harbor of refuge, Grand Marias, Mich., $35,000; St. Joseph, Mich., $10,000; Marquette, Mich., $25,000; Portage Lake and River Improvement Co. canal and the Lake Superior Ship Canal Railway and Iron Co. canal (purchase) $350,000, provided that no part shall be expended until the property is conveyed to the United States, and the attorney general shall have certified that the title is perfect; Kenosha, Wis., $5,000; Menominee, Wis., $9,000; Milwaukee, Wis., $80,000; Superior Bay and St. Louis Bay, Wis., $12,500; Ashland, Wis., $10,000; Duluth, Minn., $50,000; Grand Marias, Minn., $10,000; St Croix river, Wisconsin and Minnesota, $10,000; Wabash river, Indiana and Illinois, $34,500 (of which $25,000 is for Grand Rapids and the river below, $7,000 for Grayville, and $2,500 for the river above Vincennes); Illinois river, Illinois, $115,000 The "Cullom amendment," with respect to the Hennepin canal, is incorporated in the bill, and the sum of $50,000 in addition to any unexpended balance of the last river and harbor bill is appropriated for surveys and expenses; Missouri river below Sioux City, $300,000; reservoirs, headwaters Mississippi, $20,000; Mississippi river between Aitken and Grand Rapids, $7,500; Mississippi river between St. Paul and Des Moines Rapids, $150,000; Mississippi river at Des Moines Rapids canal, $35,000 (of which $20,000 is for a pier connecting the outer wall of the canal with the pivot pier of the bridge at Keokuk); Mississippi river, from head of passes to mouth of Ohio, $1.500,000. (The committee insert a provision that no work of bank revetment shall be executed unless in the judgment of the commission the completion of the permeable contracting works, and the establishment of a uniform width of the high-water channel will not secure the desired stability of the river banks.)

The reductions are: Cumberland Sound, from $100,000 to $75,000. St. Joseph river, Michigan, stricken out. The total appropriation recommended by the committee is $10,385,800, the net increase over the House bill being $2,297,050.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Feb. 12, 1887.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Jan. 12, 1887:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,452	.....	Sl.	Alfred B Johnson,		6.36	Quancock, Va.
91 900	KDPN	Sc.	Mattie E Eaton,	620 71	589.68	Thomston, Me.
110,722	.....	Sc	R G. Cleavland,	20 36	19 34	Baltimore Me
157,187	KDPR	Sc.	DelNorte,	100 71	95 65	San Francisco, Cal.
135,916	.....	Sc.	Essex,	17.81	16.92	Beaufort, N. C.
120,664	.....	Sl.	Fannie H,	8 42	7.98	Gloucester, Mass
140,866	.....	Sc	Little May,	10 09	9.59	Milford, Del.
150.390	KDPQ	Sc.	Pioneer,	418 19	397 31	San Francisco, Cal.
16 138	.....	Lgr.	St. Agnes,	8 08	7.88	New Orleans, La.
			STEAM VESSELS.			
106 453	.....	St. s.	Albert N Hughes,	92 80	46.40	Philadelphia, Pa.
95,902	.....	St s,	Harry S,	.....	138.14	Louisville, Ky.
110,723	.....	St. p.	Rowena,	17.16	8 88	Shiloh, La.

C. B MORTON, Commissioner of Navigation.

SANDUSKY DISTRICT.

Captain T. C. McGee, an old mariner has compiled a list of vessels, built, owned or documented in the Sandusky district since 1822 for the MARINE RECORD. The list will be continued in until all are told:

Name.	*Where Built.*	*Y'r*	*Ton.*
SCHOONERS.			
Cape Horn	Huron	1857	267
Exchange	Vermillion	1857	390
Ben Flint	Fremont.	1857	295
Condor	Milan	1857	237
Russell Dart	"	1857	296
Humboldt	Sandusky	1857	103
Echo	Milan	1854	253
Sasco	"	1857	390
Spanker	Saybrook	1857	45
Wm R. Hanna	Sandusky	1857	102
Storm	Detroit	1843	58
Sunshine	"	1856	101
Typhoon	Milan	1857	244
Myrtle	"	1857	248
John Weeden	Huron	1857	296
A. Bradley	Vermillion	1857	252
John L. Gross	"	1857	352
Timothy Baker	Milan	1857	295
H. C. Post	Huron	1857	25
Malakoff	Milan	1857	214
H. L. Whiteman	"	1856	286
Spy	Huron	1857	63
Eveline Bates	"	1858	321
Phœnix	Milan	1858	151
Clara Adams	Huron	1858	41
Dan Tindal	Fremont	1858	402
Emma Wright	Sandusky	1858	9
Lone Star	"	1858	31
Lily	"	1858	28
Jason Parker	Milan	1859	150
Restless	Huron	1859	71
Wood Duck	Sandusky	1860	37
Dayspring	Milan	1860	74
Spray	Sandusky	1860	16
Red Rover	Conneaut	1860	22
Wm. S. Piersons	Sandusky	1859	391
Valley	Mentor	1856	68
B. Parsons	Vermillion	1856	304
Hyphen	Milan	1861	294
Milan	"	1861	276
Jessie Anderson	Sandusky	1861	256
E. Sovill,	Huron	1861	152
Monarch of Glen	Sandusky	1861	24
John S. Reed	Black River	1852	188
Fair Play	"	1848	21
Stampede	Huron	1862	370
Matt Root	Fairport	1860	22
C. C. Trowbridge	Detroit	1856	323
BRIGS.			
Clarion	Erie, Pa.	1844	236
Acadia	Brownsville	1847	282
Commerce	Sandusky	1857	426
STEAM TUGS.			
North Star	Sandusky	1858	67
H. M Kinne	"	1861	42
STEAMERS.			
Bonnie Boat	Huron	1859	132
SLOOPS.			
White Rover	Vermillion	1859	31
J. H. Stevens	Milan	1860	29

CAPTAIN JOHN SPALDING.

Captain John Spalding was a man known and respected by every person in this community. Although it cannot be said that he spent his life at Sault ste. Marie, yet he came here as a young man at the time when most of our oldest residents located here, and he formed associations that caused him to be considered as one of our pioneers. The greater part of his active life, however, was spent on the lakes, and at Cleveland and Marquette, and it was not until 1877 that he again took up his residence at Sault ste. Marie. But the nine years since that date have endeared him to the younger generation of residents in our village, and old and young unite in that feeling of sorrow which comes when a worthy and time-honored friend is called into the great beyond.

In 1847 Captain Spalding engaged in the butcher business, among other things, and in 1849 was elected sheriff of Chippewa county. His opponent for the office was Franklin Newcomb, father of William J. Newcomb, and Mr. Spalding was elected by one majority. The duties of sheriff were not of a very extensive nature, but Captain Spalding never scrupled to extend his jurisdiction into Canada without the formality of securing extradition papers whenever the necessities of the occasion required. After his term of office expired he commenced farming at Sailor's Encampment. About this time he again gave his attention to sailing. Some of the old lake captains were ship acquaintances from Maine, and Captain Spalding made an occasional trip with them when they happened to be short handed. Early in the fifties Mr. Bacon, Wm. Spalding's partner, purchased a third interest in the propellor Manhattan. She was brought up to the Sault, hauled out and taken across the portage to the river above the rapids. This was the third vessel thus transported to Lake Superior, the old Independence being the first, and the Julia Palmer the second. She was sailed for two seasons by the brothers, Captain John Colwell and Captain Charles Colwell. The latter wanting a mate, finally induced Captain Spalding to ship with him. He did not like to undertake it on account of not being accustomed to steamboating. He soon overcame that difficulty, and in two months after he was employed as mate, was made captain. He sailed this vessel until after the opening of the ship canal in 1855. In the Manhattan he traded at most of the Lake Superior ports, and ran the first steamboat into the St. Louis river at the time when Superior City and Duluth were first located. He was given a block of land in Superior City for this trip, and he owned the land at his death. Navigation in those days was more perilous than now, there being no light house and docks and the safety guards known at the present day, and Captain Spalding had his full share of disasters, although a more careful captain never sailed the lakes.

On the opening of the ship canal, Hannah, Garriston & Co., of Cleveland, built the steamer Superior City, and Captain John Spalding, who was to sail her, received a quarter interest. During the fall of her first season she was lost off Copper Harbor, during a blinding snow storm.

The next season the same firm bulit the Northern Light, in which Captain Spalding again had a quarter interest. This was one of the most successful boats that ever ran on the upper lakes. It coined money for her owners and Captain Spalding won the highest praise. He was always a popular captain, and no man that sailed the lakes was better liked by passengers and shipmates of all degrees. Finally, the Northern Light was sold and the Lac la Belle built, in which the captain also had an interest. In the fall 1866 she was run into by the propeller Milwaukee above the flats in the St Clair river. It was during her last trip in the fall and was made after the captain had formed the determination of retiring from the lake service. He had purchased a most charming county site near Cleveland, where he had one of the finest vinyards in northern Ohio. Here he lived until 1873 when he moved his family to Marquette and entered into mining operations. He was a part owner of the Keystone mine near Ishpeming. In this venture he was unfortunate and lost quite heavily.

In 1877 it became evident that there would be a change in the superintendency of the St. Mary's Falls ship canal. Through the solicitation of numerous representatives of the lake interests, Governor Creswell appointed Captain Spalding to the position, which he held until 1886.—Chippewa County News.

THE CANAL IMPROVEMENT BILL.

There is no doubt that the $500,000 canal appropriation bill, will be reported favorably by the committee, and its friends are sanguine of its passage. The bill has eighteen pledged votes in the senate. The opposition is weak. The hearing was one of the most imposing meetings to consider a legislative measure ever held here. Addresses were made by ex-Congressman O. B Potter, Hon. George Clinton, Hon. James G. Shepherd of Wyoming, John F. Henry, president of the New York board of trade and transportation, President Wm. C. Cleary of the canal boatmen's association, Hon. N. C. Boynton, Hon. George W. Palmer, Hon. Harvey J. Hurd of the Buffalo merchants' exchange, Pesident Weed of the Oswego board of trade and ex-Senator Robert H. Robert of Oneida, favoring the bill. Very strong arguments for its passage were made. At the conclusion of the argument the committee held a private session and agreed to lay over the bill till Tuesday, and to report favorably on Mr. Guenther's bill to lengthen the guard lock at Black Rock.

One hundred and thirty tons of iron will be used in the construction of Capt. Morley's new boat, and yet she is a wooden vessel. 600,000 feet of oak timber, besides other kinds, will be used. She will probably be ready to launch early in May.

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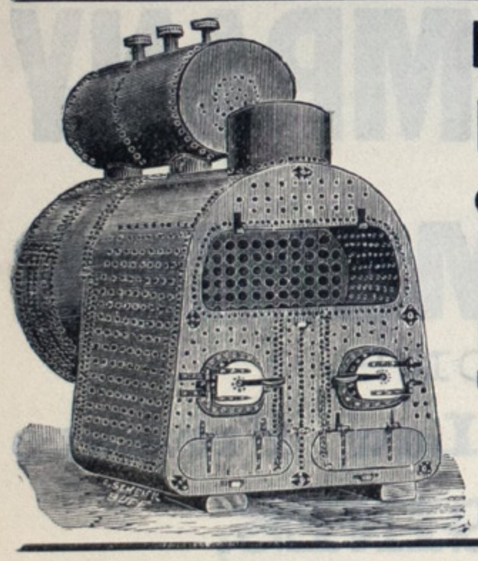

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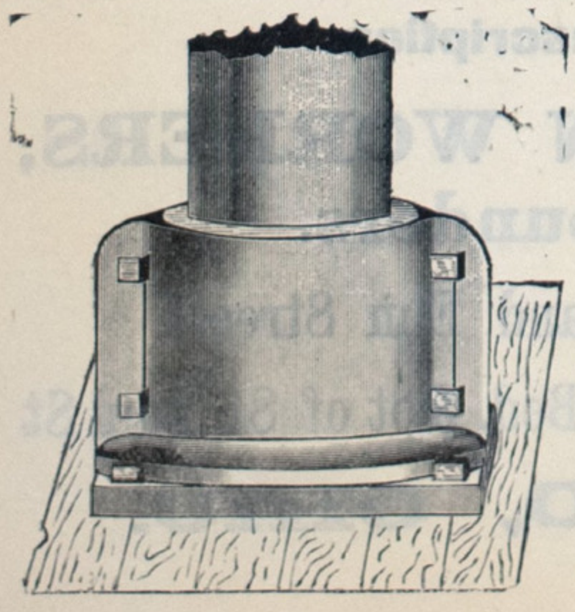

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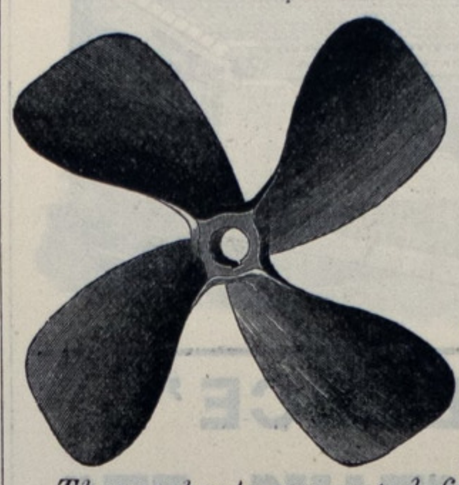

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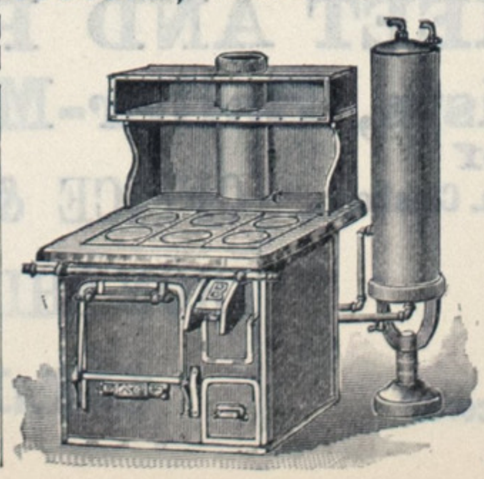

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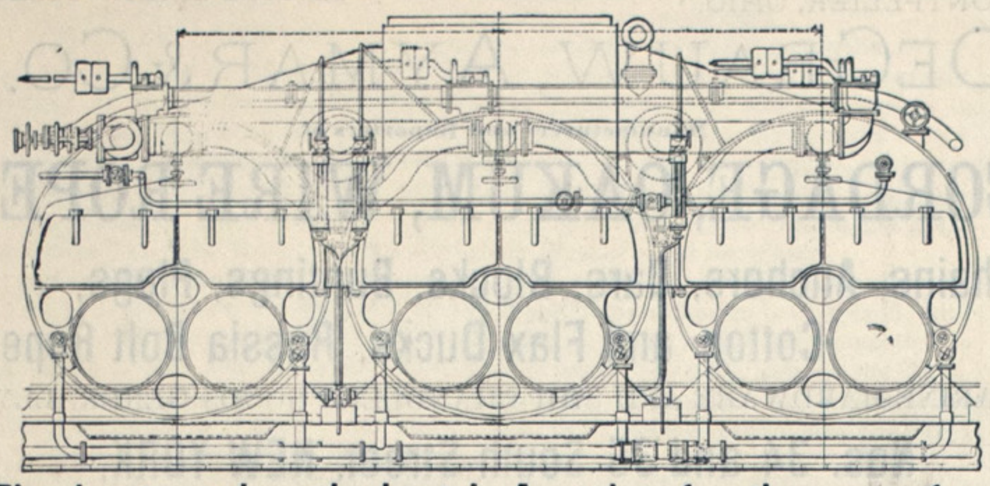

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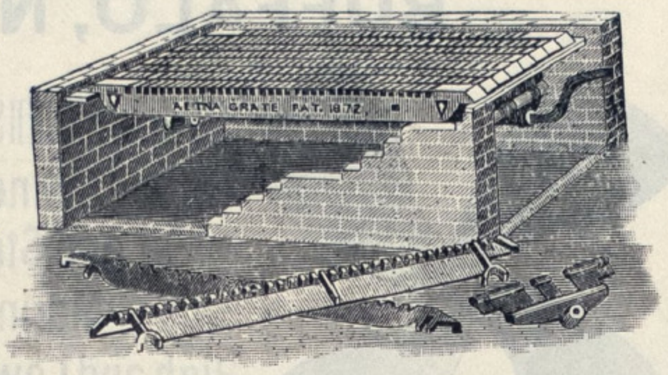

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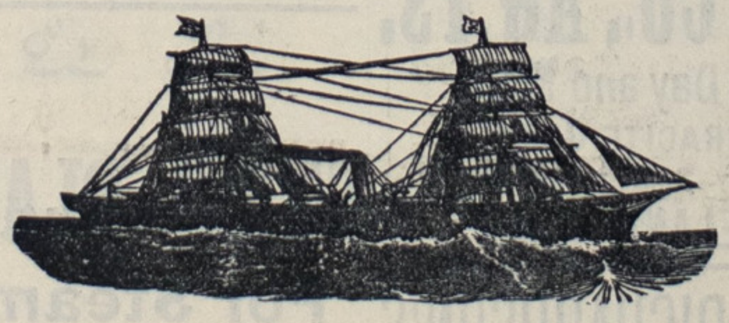

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